

- 07/21/2014 – First known fire reported by Field Service where the fire appeared to originate in the area on the right side of the cab interior in the area of the HVAC module. The vehicle was a 2014 WorkStar built on 12/4/13.
- 9/9/2014 – Completed above vehicle inspection report where origin of fire was believed to be at the LPM module within the HVAC system.
- 10/14/2014 – Navistar investigator first met with Engineering HVAC team to discuss findings.
- 10/15/2014 – Navistar Engineering and Bergstrom Inc. meet to understand the scope of the issue. Determines data insufficient to support further action at this time due to low number of failure and no other thermal events reported. Plan to monitor for additional field reports and initiate test program to determine likelihood of future occurrence.
- 1/16/2015 Navistar investigator and product engineering inspect a second reported fire on a 2012 ProStar located in Atlanta, GA. The fire originated on the right side of the cab near the HVAC unit LPM. The LPM had been changed and was manufactured in 2013. This vehicle had confirmed reports of multiple jump starts prior to the fire.
- 2/10/2015 – Navistar and Bergstrom inspect a third report of a fire in Canada that originated on the right side of the cab interior near the HVAC unit LPM. This vehicle was a ProStar built 4/13/12, but had the LPM replaced with an LPM that was manufactured in 2013.
- 02/12/2015 – Navistar and Bergstrom engineering experimented with a double battery jump start on a vehicle and were able to reproduce an LPM failure which initially causes the blower to go to high speed, but did get to a point of causing a fire.
- 02/20/2015 – Navistar Engineering and Bergstrom Inc. meet to evaluate new data collected from the recent field reports and past warranty data. A test program was initiated to reproduce the failure of the LPM and also understand how the failure could ultimately result in a fire. The plan was to perform both LPM component bench tests and full HVAC system tests.
- 03/15/2015 – Navistar Engineering and Bergstrom meet to complete review of new data from the testing. Component level tests were able to recreate a thermal condition on several samples, however for full HVAC system test were not able to recreate a thermal condition at normal operating current. It was determined that the FET on the circuit board could fail during a battery jump or some other electrical load dump event. Depending on how the FET fails this could cause excessive current to go through a sense resistor on the circuit board that can then heat up to the point of failure.
- 04/02/2015 – Navistar and Bergstrom inspected a fourth vehicle which was a deicing vehicle for the Baltimore airport that had a small fire originating at the LPM module. This unit was similar to the previous inspections.
- 04/06/2015 – Navistar Engineering, Manufacturing, and Compliance meet to determine the scope of the suspect population to include all models built with 2013 design LPM at time of manufacture and all models with 2013 design LPM installed as warranty replacement.
- 04/08/2015 – Navistar and Bergstrom and the LPM supplier module supplier meet to complete a design review of a 2014 version of the LPM and determined that this design version would not have the same failure mode.
- 04/15/2015 – Navistar Compliance finalizes suspect population and declares a safety recall.